(Detailed Project Summary)

Project Name: *Island Lake Watershed Restoration Project*
Forest/District: *PSICC, Salida Ranger District*
Contact: *Sam Schroeder, sschroeder@fs.fed.us*

Project Area Description: The Island Lake Watershed Restoration project is located on the PSICC, Salida Ranger District. The project is in T 50 N, R6E, in Section 5. The project area involves Billings and Island Lakes, which are located above North Fork Reservoir in this watershed. Forest Developed Road 240 provides access to this area and the North Fork campground is located on the north shore of the reservoir. FDR 240 continues north/northwest above the Reservoir and provides access to the Island Lake trailhead and numerous private "patented" mining claims. The area is at high elevation (+12,000 feet). The area is popular for fishing at the lakes, camping, and hiking during the summer months.

Project Description: In the past, many 4x4 roads were created to access the private mining claims and Billings and Island Lakes. These routes were non-system roads and therefore not maintained over the years. Access to the private property will be maintained via the existing open roads. Major erosion has resulted on these routes. In the past decade, the Salida Ranger District closed many of these non-system roads to motor vehicle use and have initiated minor amounts of restoration work of the disturbed sites. Recreation use continues in the area, and one the old roads is being used as hiking trail to Island Lake. Each year, many of the closures are violated from unauthorized motor vehicle use adding to the deterioration of the watershed conditions.

This project would rehabilitate the watershed by closing, re-contouring, waterbarring and draining these non-system roads. Many of the hardened sites would also be scarified and reseeded with native grasses. Some of the severely damaged sites would require erosion matting.

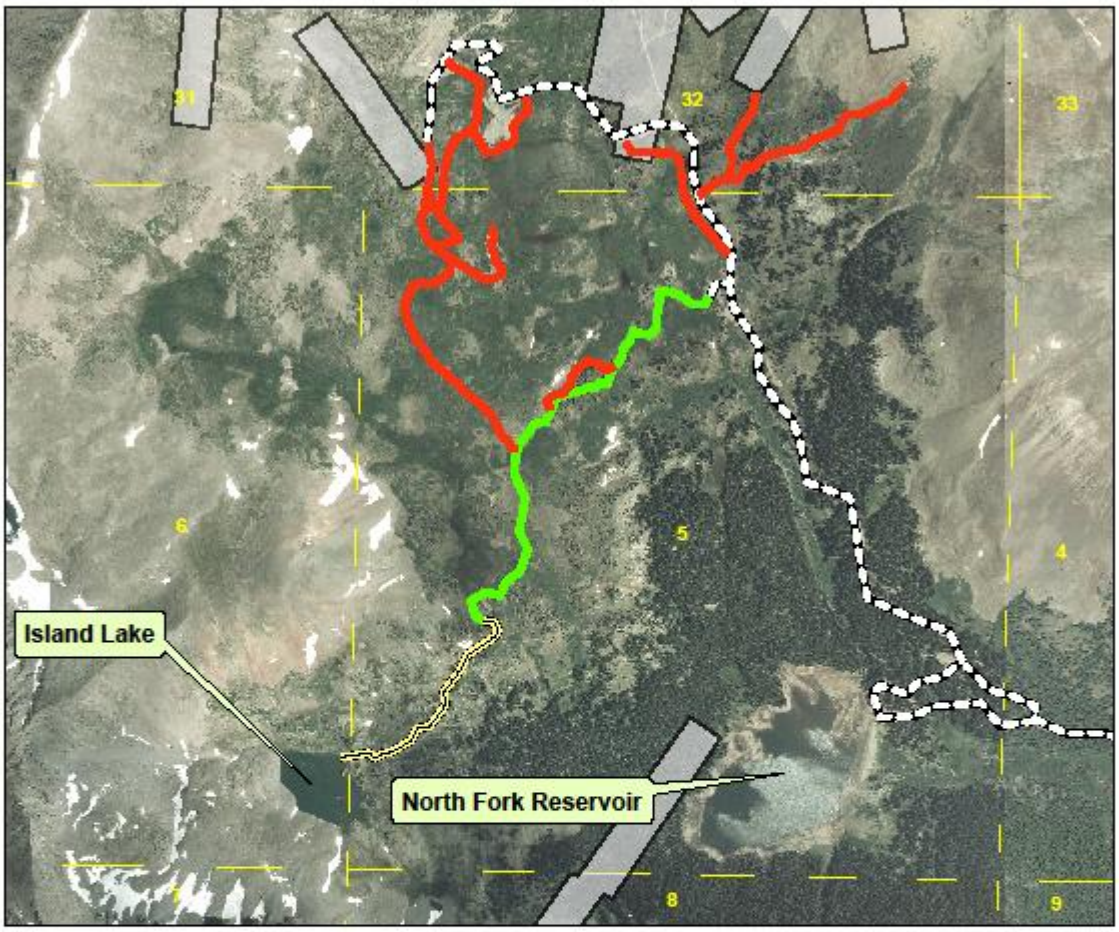
This photo shows some of the road closure efforts that have occurred in the past. These closures are being breached and allowing for additional erosion and damage to occur in the watershed. This project would rehabilitate these sites by scarification and reseeding, fencing and re-contouring of the road prisms. Work at this site would require both mechanical equipment and hand crew labor.

This non-system road closure is ineffective. This project would provide effective road closures, re-contour of the road prism, scarification and then reseeding the roads with native grass. Work would be completed with both a track hoe and hand crews.

The above two photos show some of the severe erosion that is occurring within this watershed. These types of sites will require extensive erosion control efforts. Drainage structures will need to be constructed, the site will need to be reshaped/re-contoured, erosion matting installed, and then the site will need to be fertilized and reseeded with native grass. These actions will require both a track hoe and hand labor.

The above two photos show portions of the two-track, non-system road that provides access to Island Lake. This road would be rehabilitated to a single tread, non-motorized trail. Proper drainage would be installed and reseeded. The best trail tread location would be identified by the Forest Service and a new trail to Island Lake would be constructed by the Forest Service hand crew.

Island Lake Watershed Restoration Project



Legend

- Non-System Road To Be Closed & Rehabilitated (RAC Funding)
- Non-System Road To Be Rehabilitated (RAC Funding) System Trail (Forest Service Constructed & Funded)
- System Trail (Forest Service Construced & Funded)
- National Forest System Road

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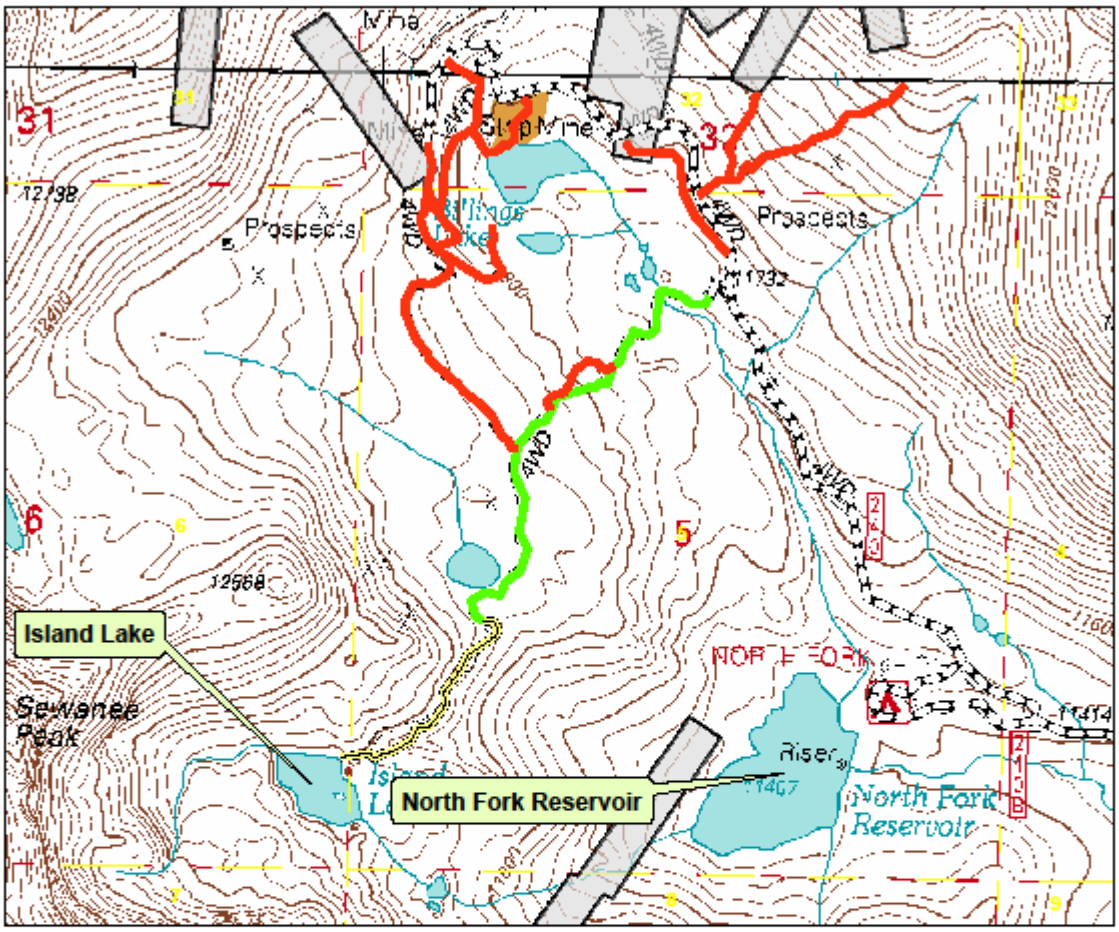
0 0.125 0.25 0.5 Miles

Date: 03/03/2011

Island Lake Watershed Restoration Project



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